

East Link light rail:

Bel-Red/Overlake Open House Summary



April 2010

 **SOUNDTRANSIT**
RIDE THE WAVE

East Link Light Rail Project Overview

East Link is Sound Transit's voter-approved project to build light rail between Seattle and the Overlake Transit Center in Redmond via I-90. Sound Transit is also conducting environmental review on the future extension between Overlake Transit Center and downtown Redmond. East Link will connect the Eastside's biggest population and employment centers, serving 45,000-50,000 riders daily.

In May 2009, the Sound Transit Board identified a preferred alternative with eastside stations serving Mercer Island, Bellevue, and Redmond. From downtown Bellevue, light rail will serve the Bel-Red corridor, Overlake Village, Overlake Transit Center and Microsoft's campus in a combination of elevated and at-grade alignments located north of Bel-Red Road.



East Link Timeline

2009–2010 Preliminary Engineering



2011–2013 Final Design



East Link Preferred Alternative

Identified by Sound Transit Board of Directors, May 2009



2013/2014 Construction

2020/2021 Service Begins



East Link Bel-Red and Overlake Open House Overview

On Thursday, April 1, 2010, Sound Transit hosted a public open house to provide a status update to the Bel-Red and Overlake communities on the East Link design progress and to solicit feedback on light rail routing, property impacts and station design. The input received will help guide the project team as they complete the preliminary engineering process to further design the East Link alignment and stations. The meeting was held at the Highland Community Center in Bellevue from 5 p.m. to 7:30 p.m. Approximately 61 community members were in attendance.

The open house was part of a comprehensive public involvement program Sound Transit has developed to support the East Link project. Throughout the course of the East Link project, Sound Transit has offered opportunities for the public to learn about the project and have encouraged community feedback. Community outreach events and activities for East Link have included:

- Project update mailings, e-mail updates, and project Web site
- A series of public scoping meetings in November 2006
- Five route and station workshops in spring 2007
- Draft Environmental Impact Statement (EIS) hearings in early 2009
- A series of neighborhood workshops in fall 2009 and spring 2010
- Ongoing community briefings
- Informational project booths at community events and festivals



Purpose

- Present updated information on the Bel-Red and Overlake design progress
- Provide information about the East Link project status and next steps
- Solicit feedback on key issues including light rail routing, property impacts and station design

Format

Participants were asked to sign-in as they arrived. Each participant received a comment form that provided information about Segment D, space for general comments about the East Link project, Bel-Red and Overlake stations, as well as specific questions related to concerns about light rail routing, property impacts and/or station design.

After signing in, Sound Transit staff encouraged participants to view display boards around the room to learn about the Link light rail system and upcoming opportunities to get involved. Three stations were dedicated to reviewing detailed information about the Bel-Red and Overlake station plans, including station drawings and strip plots. The Cities of Bellevue and Redmond hosted tables to share information about coordinated efforts and related projects. Members of the East Link project team staffed the open house to answer questions and record comments.

Participants were invited to submit their comments on the comment form, by mail or e-mail, or by communicating directly with Sound Transit staff. Some of the comments provided are highlighted in this summary. A full record of transcribed comments from flip charts, emails and comment forms are documented in Appendix B.

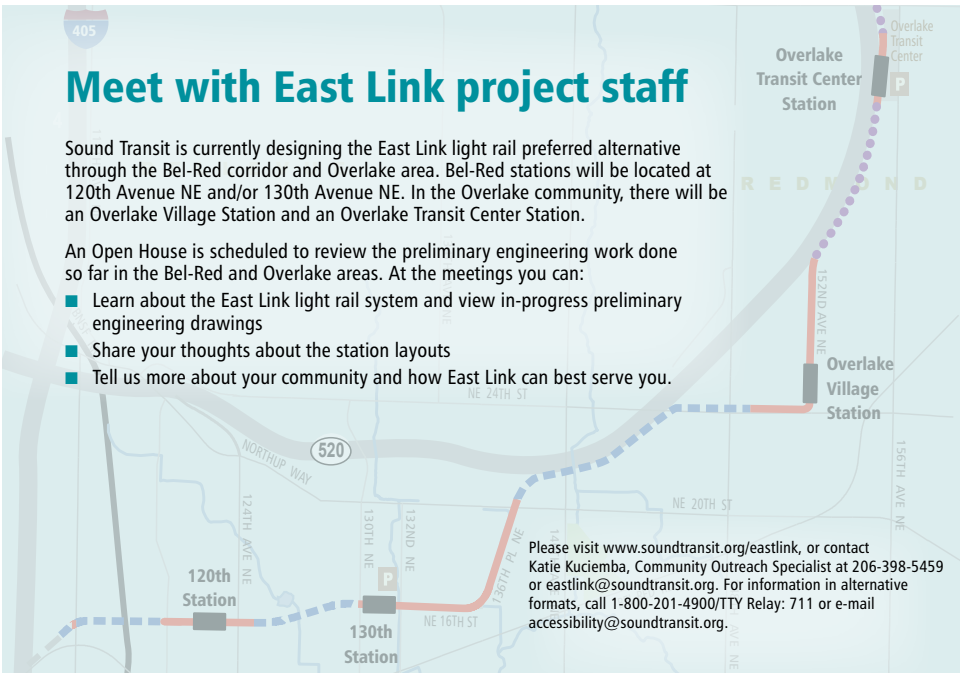


Public Notification

Sound Transit directly notified individuals who live or work within ¼ to ½ mile of the East Link alignment in Bel-Red and Overlake through a postcard mailing. In addition, the Bellevue and Redmond communities were notified through a variety of methods including the Sound Transit Web site, an electronic newsletter sent to listserv subscribers, news releases, a postcard mailing, and display advertisements in local newspapers. Sound Transit ran display ads announcing the open house in the *Bellevue Reporter*, *Redmond Reporter*, *Russian World*, *La Raza Del Noroeste*, and *Seattle Chinese Times*. Translation services were also advertised and available as needed.

In addition to notifying the general public, Sound Transit requested participation from business owners in the corridor, stakeholder, and neighborhood groups, as well as citizens who attended previous meetings, submitted comments, or asked to be added to the project mailing list.

A copy of the postcard announcement and other notifications are included in Appendix D.



Meet with East Link project staff

Sound Transit is currently designing the East Link light rail preferred alternative through the Bel-Red corridor and Overlake area. Bel-Red stations will be located at 120th Avenue NE and/or 130th Avenue NE. In the Overlake community, there will be an Overlake Village Station and an Overlake Transit Center Station.

An Open House is scheduled to review the preliminary engineering work done so far in the Bel-Red and Overlake areas. At the meetings you can:

- Learn about the East Link light rail system and view in-progress preliminary engineering drawings
- Share your thoughts about the station layouts
- Tell us more about your community and how East Link can best serve you.


Please visit www.soundtransit.org/eastlink, or contact Katie Kuciamba, Community Outreach Specialist at 206-398-5459 or eastlink@soundtransit.org. For information in alternative formats, call 1-800-201-4900/TTY Relay: 711 or e-mail accessibility@soundtransit.org.

You're invited:


East Link Light Rail Preliminary Engineering Open House

BEL-RED/OVERLAKE CORRIDOR
Thursday, April 1
5 p.m. – 7:30 p.m.
Highland Community Center
14224 NE Bel-Red Road, Bellevue

To request accommodations for persons with disabilities, call 1-800-201-4900 / TTY Relay: 711 or e-mail accessibility@soundtransit.org.

 **Receive E-mail Updates**

Can't attend the meeting? Sign up for e-mail updates at www.soundtransit.org/subscribe.

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Public Comments

Sound Transit received a total of 19 public comments at the Bel-Red/Overlake meeting. The public comments summarized below were submitted at the open house, via e-mail or mail following the meeting. Verbatim transcriptions of all comments are provided in Appendix B.

General Comments

The first page of the comment form addressed general feedback on the East Link project. The following are comments highlights arranged by topic.

East Link Alignment

Participants shared many suggestions about light rail routing through Segment D of the East Link corridor. Specific suggestions varied, as demonstrated by the comment highlights below.

- *“I am concerned that Sound Transit will build their light rail at-grade, and that would be a tremendous mistake. It needs to be underground. I am hoping that this light rail is placed underground using the London Tube as a role model.”*
- *“1. The line should be routed from downtown Bellevue north to SR 520 then parallel SR 520 (just south of SR 520 roadway) to the Overlake Transit Station. 2. The line should not be routed through the Bel-Red corridor.”*
- *“Would strongly desire line to start elevated climb, before turning north on 136th Place, reducing property acquisitions/impacts to PNB facility, a cornerstone to Bellevue’s vision for arts district. An at-grade crossing at NE 20th would be very detrimental to cross traffic since its one of the only three East-West arterials and over 25,000 cpd. Keep it elevated whenever possible, it reduces the property acquisition costs and delay of condemning adjacent properties.”*
- *“Your aerial alternative (#?) at 148th and Overlake Village should be designed to allow future 520 EB off-ramp expansion alternative. City of Bellevue oblique/aerial drawings of long range developments need some street names to help viewers’ orientation. Alignment at 136th Ave and NE 20th should be changed to grade-separated crossings! (re: safety, delay, capacity for both light rail, motor traffic, and pedestrian/bike concerns).”*
- *“The new alternative alignment along SR 520 in Overlake Village looks excellent. It should cost less to build and improve operations. Sound Transit should share some of the cost benefits with Redmond by funding a pedestrian/bicycle bridge over SR 520.”*
- *“I am so thrilled to see that Sound Transit is preventing the same mistake they made on MLK (at-grade center light rail). Almost the entire East Link needs to be a clear distance from the road.”*



- *“Re: typical alignment cross sections “Trench-Center Running” type. If you are going to dig a ditch, put a lid on it! A bus or a semi could slip on ice and go over the jersey barriers and possibly land right on top of a passing train.”*
- *“Consider a spur to the Crossroads shopping (Enter which could extend south from the Overlake Village station or better yet, have shuttle service to Crossroads shopping center from the Overlake Village station to save \$.)”*
- *“I would hope that Sound Transit takes the time to get the best ideas and keep speeds high and impacts the least to existing properties unlike San Jose that is having to re-do their rail line because they tried to do it cheaply in the short term but much costlier long term. Portland learned that the best and most cost effective use of public \$ was to use existing ROW and eliminate/reduce impacts to properties adjacent to the line.”*



Light Rail Benefits

Participants had mixed views about the benefit of light rail and a few suggested alternate transit solutions.

- *“East Link will be great! It can’t come quickly enough.”*
- *“1. It is not necessary 2. It is not cost effective 3. It should be replaced by bus rapid transit.”*
- *“I rely heavily on Metro, but on a round trip coast straight to California takes me more miles than 500 metro trips. I want money spent on long distance high speed rail”*

Project Information

Another comment focused on the need for additional and improved project displays.

- *“Need improvements to large plan profile sheet that shows clearly and quickly what segments are at-grade including the future expanded street network of Bel-Red sub area plan. Need better/additional exhibit maps showing bike route network in relation to LRT alignment”*





Station Design

Among participants who submitted comment forms, there were several suggestions to add new stations at various points along the light rail alignment. The locations include: I-5/I-90 interchange, SR 520 and 130th/132nd Ave NE, and Overlake.

- *“If at all possible, add an “I-5 station” that could pick up and drop off I-5 traffic passengers (bus and car access only). Car access would need a park & ride of course. However, I’m told that would not be feasible at the I-90/I-5 conjunction area. But even bus only access might be feasible, if there are enough Metro routes that go on I-5 without going through downtown Seattle, past I-90.”*
- *“There should only be one station in the Bel-Red area; it should be located at approximately the intersection of SR 520 and 130/132nd NE.”*
- *“One Overlake stop should be near new bridge.”*

Participants felt development near the station should include attractive retail and service options. Stations should provide features to improve accommodations and services for passengers.

- *Encourage stores we can walk to such as drug stores, card, and restaurants adjacent to stations. Choose types of development that transit users patronize.*
- *Put grocery and other stores in or beside the station. Stations need benches, rain protection, restrooms, and bus connections.*

Property Impacts

Property owners who submitted comment forms were concerned about property values, as well as any potential property acquisitions and access impacts.

- *“Yes Seg D, a slight north curve to rails G 5’ to 10’ Leave my facility possibly untouched; this will also save part of Evans property by utilizing some of sand and gravel lot. Thanks.”*
- *“I don’t have development plans, but the East Link routing through the Bel-Red corridor will decrease my property values.”*
- *“Have 150,000 SF of managed space all throughout the corridor that will be directly or indirectly affected. My main concern is the future accessibility to those properties and the takings, partial or whole of these same.”*

Next Steps

The community feedback provided during the Bel-Red/Overlake open house is important to Sound Transit and regional decision-makers. Sound Transit will weigh this feedback, along with cost, ridership, service quality, environmental impacts, land use impacts, and service efficiency as they advance the preliminary engineering design and environmental studies. The East Link project team also plans to continue outreach efforts by scheduling community briefings, hosting community open houses and providing ongoing project updates through the mail, e-mail, and Web site.

Sound Transit is also preparing a Final Environmental Impact Statement (EIS) that will be published in late 2010/early 2011, which will evaluate the preferred alternative and other alternatives from the Draft EIS. After the Final EIS is completed, the Sound Transit Board will make a final decision on the project alignment and station locations.

In order to address frequently asked questions raised during the workshops, Sound Transit will update the East Link Web site to answer these and other questions we hear from the public. We are always interested in hearing your thoughts about the East Link project!

Contact

Please submit comments or questions to:

Katie Kuciemba
Community Outreach Corridor Lead
(206) 398-5459
eastlink@soundtransit.org
401 South Jackson Street
Seattle, WA 98104

For information in alternative formats, call:
TTY: Relay: 711 or email
accessibility@soundtransit.org





East Link light rail:

Bel-Red/Overlake
Open House Appendices

Appendices

A. Open House Attendees

B. Comment Form Transcriptions

C. Workshop Handouts & Displays

- Comment Form
- Display Boards

D. Notification Materials

- Display Ads
- Postcard

To request a copy of the open house summary in an alternative format, call 1-800-201-4900/1-888-713-6030 TTY or e-mail accessibility@soundtransit.org

Appendix A:

Open House Attendees

Open House Attendees

Haus Gundersen	Ann Jamison, HNTB
Polly Nelson, Hopelink	David Skinner, HDR Engineering
Rick Moline, Land owner	Regine Adams, Lake WA Technical
Bernie Hayden	Kash Nikzad, Tran Tech
David Porter, Sierra Club	Armen Stein
Tim Gould, Sierra Club	Marilyn Robertson
Dennis Neuzil	Kathy Freedman
Jenny Cochiere	Michael St Paul, LBU
Jeff Finn	Martin Taylor, International Paper
Larry Price, Bellevue College	Matt Hoffman, Heartland
David F Plummer	Scott Douglas
R. Morris	Joe Freedman
Barbara Lueck, ST	Greson Harrison
Andrew Stephenson	Cheryl Hooper
Chris Wells	David Robertson
George Sigadi, Aiphone	Jeff Lundstrom, Perteet
David Carpentio	
Cheryl St Paul	
Vic Bishop, FTA	
Jorge Gonzalez, Barrier Motors	
Gary Ritner, Brookshire Condos	
Josh Benoloh	
Robin Bentley, Sustainable Bellevue	
Riley Conkin, Rarallon	
Eric Nickols, Nickols Realty, LLC Evergreen	
Center Assoc.	
Jim Alverson	
Raymond Al Kelley, Kelly's Auto Body	
Fay Hotlz, Rosen Properties	
Sandra Sternoff-Allen, 124th Plaza Sternoff LP	
Jeff Borgens, Aiphone Corporation	
Michael St Paul	
Don Samdahl	
Barb Justke, 155A Q Valley Trolley	
Marco Mindeman, Alaska USA Federal Credit	
Union	
Ron Hallissey	
Preston Glidden, Sustainable Bellevue	
Glenn W Christy	
John Zeyman, URS Corp	
Todd. R Woosley, BOMA and Hal Woosley	
Properties	
Peter Montgomery	
EL Kress	
Dana Carlisle, GEO Engineers	
Debbie Harris, DCI Engineers	
Tom Hinman, Redmond Planning Commission	
Lori Molitor, URS Corp	

Appendix B:

Comments

All comments in this section represent transcribed comments from flip charts and comment forms received at the open house or comments submitted by mail or email. The name of each commenter is provided, as available, in relation to the comment. Original copies are stored in the project records.

Comment Forms

Please share your comments regarding the East Link project.

Re: typical alignment cross sections "Trench-Center Running" type. If you are going to dig a ditch, put a lid on it! A bus or a semi could slip on ice and go over the jersey barriers and possibly land right on top of a passing train. I don't think it would be that much more expensive, especially considering the added safety.

Please share your comments or concerns regarding light rail routing, property impacts and/or station design.

If at all possible, add on "I-5 station" that could pick up and drop off I-5 traffic passengers (bus and car access only). Car access would need a park & ride of course. However, I'm told that would not be feasible at the I-90/I-5 conjunction area. But even bus only access might be feasible, if there are enough Metro routes that go on I-5 without going through downtown Seattle, past I-90.

Name: Marshall Curtins

Please share your comments regarding the East Link project.

Consider a spur to the Crossroads shopping (Enter which could extend south from the Overlake Village station or better yet, have shuttle service to Crossroads shopping center from the Overlake village station to save \$.)

Name: Anonymous

If you are a property owner, do you have development plans that could be impacted by the light rail project?

Yes Seg D, a slight north curve to rails G 5' to 10' Leave my facility possibly untouched; this will also save part of Evans property by utilizing some of sand and grave llot. Thanks.

Name: Raymond "Al" Kelley

Please share your comments regarding the East Link project.

1. It is not necessary
2. It is not cost effective
3. It should be replaced by bus rapid transit

Please share your comments or concerns regarding light rail routing, property impacts and/or station design.

1. The line should be routed from downtown Bellevue north to SR 520 then parallel SR 520 (just

south of SR 520 roadway) to the Overlake Transit Station.

2. The line should not be routed through the Bel-Red corridor.

3. There should only be one station in the Bel-Red area; it should be located at approximately the intersection of SR 520 and 130/132nd NE.

If you are a property owner, do you have development plans that could be impacted by the light rail project?

I don't have development plans, but the East Link routing through the Bel-Red corridor will decrease my property values.

Name: David F. Plummer

Please share your comments regarding the East Link project.

It may be called Sound Transit. Avoid Whistles.

Please share your comments or concerns regarding light rail routing, property impacts and/or station design.

Encourage stores we can walk to such as drug stores, card, and restaurant adjacent to stations. Choose types transit users patronize. Town center would be a good Redmond choice unlike today's transit center.

Name: Anonymous

Please share your comments regarding the East Link project.

I would hope that Sound Transit takes the time to get the best ideas and keep speeds high and impacts the least to existing properties unlike San Jose that is having to re-do their rail line because they tried to do it cheaply in the short term but much costlier long term. Portland learned that the best and most cost effective use of public \$ was to use existing ROW and eliminate/reduce impacts to properties adjacent to the line.

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Would strongly desire line to start elevated climb, before turning north on 136th Place, reducing property acquisitions/impacts to PNB facility, a cornerstone to Bellevue's vision for arts district. An at-grade crossing at NE 20th would be very detrimental to cross traffic since its one of the only three East-West arterials and over 25,000 cpd. Keep it elevated whenever possible, it reduces the property acquisition costs and delay of condemning adjacent properties.

If you are a property owner, do you have development plans that could be impacted by the light rail project?

Have 150,000 SF of managed space all throughout the corridor that will be directly or indirectly affected. My main concern is the future accessibility to those properties and the takings, partial or whole of these same.

Name: Eric Nickols

Please share your comments regarding the East Link project.

Need improvements to large plan profile sheet that shows clearly and quickly what segments are at-grade including the future expanded street network of Bel-Red sub area plan. Need better/additional exhibit maps showing bike route network in relation to LRT alignment.

Please share your comments or concerns regarding light rail routing, property impacts and/or station design.

Your aerial alternative (#?) at 148th and Overlake Village should be designed to allow future 520 EB off-ramp expansion alternative. City of Bellevue oblique/aerial drawings of long range developments need some street names to help viewers' orientation. Alignment at 120th Ave and NE 20th should be changed to grade-separated crossings! (re safety, delay, capacity for both light rail, motor traffic, and pedestrian/bike concerns).

Name: Anonymous

Please share your comments regarding the East Link project.

East Link will be great! It can't come quickly enough.

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The new alternative alignment along SR 520 in Overlake Village looks excellent. It should cost less to build and improve operations. Sound Transit should share some of the cost benefits with Redmond by funding a pedestrian/bicycle bridge over SR 520.

Name: Anonymous

Please share your comments regarding the East Link project.

I rely heavily on Metro, but on a round trip coast straight to California takes me more miles than 500 metro trips. I want money spent on long distance high speed rail.

Please share your comments or concerns regarding light rail routing, property impacts and/or station design.

One Overlake stop should be near new bridge. Put grocery and other stores in or beside the station. Stations need benches, rain protection, restrooms, bus connections.

Name: Anonymous

Please share your comments regarding the East Link project.

I am so thrilled to see that Sound Transit is preventing the same mistake they made on MLK (at-grade center light rail). Almost the entire East Link needs to be a clear distance from the road. The downtown line needs to be underground a cut and cover tunnel. We need to do this line right since we only have one chance. You have the opportunity, put it underground.

Please share your comments or concerns regarding light rail routing, property impacts and/or station design.

I am concerned that Sound Transit will build their light rail at grade, and that would be a tremendous mistake. It needs to be underground. I am hoping that this light rail is placed underground using the London Tube as a role model.

Name: Anonymous

Flip Chart Notes

130th Station - do not build park-and-ride because it doesn't fit with the area's land use vision.

ST should not purchase property adjacent to the station; ST should lease the property.

Grade separate @ 120th and 124th

130th Station – need the park-and-ride

Grade separate @ NE 20th

Suggest 2nd entrance @ 40th if pedestrian bridge is not built. Pedestrian access to station from NE 40th!

Bus-train connection awkward

Overlake Village – move to east side of 152nd to provide access to new development

Remove barrier between mainline and WSDOT maintenance road. Move to create shoulder.

April 7, 2010

Sound Transit Capital Committee
401 South Jackson Street
Seattle, WA 98104

**SUPPORT FOR RETAINED CUT
STATION CONFIGURATION
AT 120TH STREET STATION**

Dear Chair Butler and Committee Members:

We'd like to indicate our enthusiastic support for the Sound Transit staff's recommendation that the Board update the Segment D preferred alternative to incorporate a "retained cut" configured station (in lieu of an "at-grade" configured station) into the revised "Northern" alignment across The Spring District property. We also support the provision for future cooperative public/private partnership agreements between Sound Transit and The Spring District into the revised Segment D preferred alternative.

Wright Runstad & Company, together with its partner Shorenstein Properties, owns the 36 acre (16 city block) property in the Bel-Red corridor known as The Spring District that is designated as the location for the 120th Street station of the Eastlink LRT line. The City of Bellevue recently modified the zoning of the Bel-Red corridor to enable transit-oriented development to occur at the planned Sound Transit LRT station locations. The Spring District is now zoned to accommodate over four million square feet of residential, office and hotel development in a pedestrian- and transit-friendly urban environment much like the Pearl District in Portland. This means that over 14,000 potential riders will live and work within walking distance of The Spring District LRT station.

We have also executed a long term Development Agreement with the City of Bellevue that further incents The Spring District to develop a robust mix of housing and office space in support of high transit ridership. The combination of the construction of LRT by Sound Transit, the zoning actions by the City of Bellevue, and our development master plan make The Spring District one of the most significant Transit Oriented Development (TOD) opportunities in the nation.

We have had a productive dialogue with Sound Transit since late 2006 in an effort to realize the full ridership potential of The Spring District station at the lowest cost. The topography of the site, which is significantly higher than the properties on either side, offers a unique opportunity to configure the station in a retained cut instead of keeping the station at-grade. Last May, the Sound Transit Board resolved to study a retained cut configuration for the Spring District Station

as an alternative to an at-grade alignment. In addition, there were a number of grade crossing and adjacent property related issues that required additional study before settling on an alignment and station configuration. The Board further resolved that if a retained cut station became the preferred alternative, that a public/private partnership should be studied as a way to achieve Sound Transit's objectives. We thank the Board for authorizing the study of both the retained cut and a public/private partnership.

Last fall, a working group consisting of The Spring District, Sound Transit staff and the City of Bellevue staff was convened to evaluate the various alignment and station alternatives. The working group first undertook an evaluation of alignment alternatives to balance the various requirements and interests of each party. A very positive and productive collaborative environment ultimately yielded a completely new alignment alternative that achieved multiple objectives in addition to enhancing the transit orient development potential of the property. Although we will face our own redesign costs to implement it, we believe the "Northern" alignment, particularly when combined with a retained cut station configuration, represents the best possible balance of Sound Transit, the City of Bellevue and our own long term interests.

The combined working group also evaluated both at-grade and retained cut configurations of the "Northern" alignment for the roughly 1,200 foot section across The Spring District. All three parties recognized the benefits of the retained cut configuration because it provides for greater Sound Transit operating efficiency, fewer vehicular conflicts and greater pedestrian safety. It provides the City with better traffic flow on arterial streets and better opportunities to balance roadway and urban design objectives. Finally, we believe it enhances the urban character of the station area and can be designed to provide for a better neighborhood experience for the residents, workers and visitors at The Spring District. Ultimately, the entire East Link system should benefit from better transit-oriented development in the station area, greater system operating efficiency and a more positive rider experience that will, in the end, generate more riders for the system.

In addition to the technical evaluation undertaken by the working group, the ST staff also prepared comparative cost estimates. The working group looked holistically at the cost impacts of the retained cut vs. at-grade configurations including all variable components of cost (not just those on The Spring District property). The comparisons indicated that there was less than an 8% difference between the cost of both configurations, representing some \$15-19 million. This difference falls well within the 15% variability assigned to estimates at this stage of design.

The retained cut configuration offers the highest potential to realize savings from a public/private partnership with the Spring District because the excavation, utility work, storm water management and public space development are more integrated. It makes sense that a partnership would have the greatest potential to generate cost efficiencies for all parties through a single combined approach to design, scheduling and construction. However, we'd like to propose an expanded partnership that also engages the private sector to deliver public facilities as a way to generate even more savings.

Wright Runstad & Company has partnered with the State of Washington, King County, Port of

Seattle and the City of Redmond to develop over \$691 million in essential public facilities over the past twelve years. We'd propose that a similar partnership be established with Sound Transit and The Spring District utilizing 63-20 financing to develop the station and portions of the alignment directly related to The Spring District. We believe that cost savings of between 20% and 25% of the portion of the station and alignment designed and constructed by The Spring District may be realized through this well tested method of delivery. In addition, the structure of a 63-20 financed partnership enables costs to be fixed at an early stage of design, shifts cost overrun risk to the private sector partner (The Spring District in this case) and requires prevailing wages be paid.

To support a Board decision to adopt the retained cut configuration, The Spring District would commit to continuing our work with the Sound Transit staff and City of Bellevue staff to produce an acceptable design for the retained cut station on the "Northern" alignment. We would also work towards outlining the terms of a public/private partnership with Sound Transit once the retained cut design reached the interim PE level of design (the same level as where the at-grade alternative stands now) and ultimately come to terms on a Development Agreement following completion of environmental review.

We understand that adopting this recommendation in an effort to reduce overall cost would force all parties to expend additional funds in the near term to redesign the portions of their work that had been previously designed. We see the current cooperative and productive working relationship bearing fruit in the long run and are willing to expend the resources to modify The Spring District's master plan (which we estimate in excess of six figures) to further the partnership.

We'd like to reiterate our thanks to the Sound Transit Board for instituting the process to explore a public/private partnership at The Spring District station. We'd also like to compliment the Sound Transit staff on working hard to balance the requirements of all parties involved and we look forward to working together in the future.

Sincerely,

A handwritten signature in black ink, appearing to read "Gregory K. Johnson". The signature is fluid and cursive, with a long horizontal stroke at the end.

Gregory K. Johnson
President

From: Hans and Patti
Sent: Monday, April 05, 2010 10:42 PM
To: eastlink@soundtransit.org
Cc: Rodney Tom; Ross Hunter; Deb Eddy; Tricia Thomson
Subject: 04/01/10 Open House on East Link Light Rail

My compliments to Sound Transit for a very informative outreach effort to communities directly and indirectly affected by light rail expansion projects.

My primary concern is directed towards what I perceive as a lack of focus on light rail's role as a centerpiece in a regional transportation system.

My view is that light rail must have the capacity to move commuters faster and at less costs per trip throughout the system than a solo driver in a car, e.g. from Redmond to Federal Way, from Issaquah to Lynnwood, etc. [Across both floating bridges and around Lake Washington, then extension to surrounding cities.] This is how we achieve true mobility within the region.

Commuters measure travel time from the moment they leave their homes till they arrive at their destination. A major challenge is therefore to incorporate the car as part of the system by changing the destination for the car trip from the ultimate destination to the nearest light rail station, where a seamless transfer makes this both cost-effective and efficient. All stations must be a hub serving the local community with frequent local feeder buss transit and offer park&ride, bike paths and pedestrian friendly access.

Travel time is dependent on the system' velocity and throughput. Light rail must strike a delicate balance between the frequency of stops and convenience of easy access. Too many stops extend travel time, too few stops reduce the number of travelers - there is no hard answers, just reasonable judgment about rout selection and trying to identify and reach major destination areas. Local communities may be "greedy" about the number of stops. Sound Transit must always take a "system's" view and consider efficiency for the future totality, not just a part thereof.

Just as important is where to lay the tracks. If they are laid down in the streets [like in Rainier Valley], the general traffic will determine the speed, even if traffic lights give light rail preference. Increasing congestion with population growth will likely make this even more pronounced then today. Light rail is then transformed into a streetcar, which has an entirely different objective - frequent local stops and short travel distance [e.g. South Lake Union]. If we are trying to get commuters out of their cars and off the road; why then are we placing the rails in the streets?

Another consequence of allowing the tracks to follow streets is sharp curves to turn corners at up to 90-degree angels. This slows the train's speed even further and raises the noise level as the train's wheels follow the tracks around the curves. Light rail will lose its primary advantage as an efficient people mover over the solo driver by succumbing to near-term cost differences between using existing right-away in streets at grade over routes separated from main thoroughfares at or above grade. Let us not forget that we are building a transportation system that will serve the region for centuries to come. If short-term funding issues force compromises that render the total system uncompetitive, the region will bear the burden of an unnecessary tax burden to subsidize its operating costs - driven by less riders, and congestion with its adverse environmental and health effects would likely be far worse than it could have been.

We are now in the light rail system's formative years. It will be decades until we have a true "system", and we shall be adding to that system in perpetuity. Let us not go down the convenient path of least resistance now at a tremendous future irreversible opportunity cost.

Respectfully

Hans Gundersen

Public transportation enthusiast who has lived with top-notch systems

Appendix C:

Workshop Display & Handouts

April 1, 2010

Welcome

Thank you for joining us tonight! Light rail will serve the Bel-Red corridor, Overlake Villlage and Microsoft’s campus in a combination of elevated and at-grade alignments located north of Bel-Red Road. Tonight’s open house is an opportunity to learn more about the East Link light rail project in the Bel-Red/Overlake Corridor and city planning efforts. We encourage you to provide your feedback about East Link by filling out this comment form and talking with staff.

Please share your comments regarding the East Link project.

Please share your comments or concerns regarding light rail routing, property impacts and/or station design.

If you are a property owner, do you have development plans that could be impacted by the light rail project?

If you would like to receive project updates, please provide the following:

Name _____

Mailing Address _____

City, State, Zip _____

E-mail _____

Telephone _____

Please check your preferred way of receiving project updates: ☐ E-mail ☐ Mail

www.soundtransit.org/eastlink

Please provide your completed comment form to staff. Comments may also be mailed or e-mailed:

Mailing address

Sound Transit
Attn: Katie Kuciemba
East Link light rail
401 South Jackson Street
Seattle, WA 98104

Contact

eastlink@soundtransit.org
206-398-5459

For information in alternative formats,
call: TTY: Relay: 711
or e-mail accessibility@soundtransit.org

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Muốn nói chuyện với Sound Transit về đề án chuyển chờ công cộng đường hóa xa nhẹ Link tại Phía Đông Quận King, hãy gọi số 1-800-823-9230 trong giờ làm việc thường lệ.

در مورد مسیر پیشنهاد شده برای پروژه ترانزیت سبک راه اهلی در کینگ شرقی با شماره 1-800-823-9230 در ساعات کاری تماس بگیرید برای گفتگو با سوند ترانزیت.

BEL-RED/OVERLAKE CORRIDOR OPEN HOUSE

SOUND TRANSIT EAST LINK LIGHT RAIL

Welcome!

Meeting Purpose

During tonight's open house, you will have the opportunity to:

- Learn about the East Link light rail system and view in-progress preliminary engineering drawings
- Share your thoughts about the station site plans
- Tell us more about your community and how East Link can best serve you
- Talk to project staff
- Review upcoming public involvement opportunities and next steps
- Submit comments and sign up for electronic updates



PUBLIC INVOLVEMENT AND NEXT STEPS

Public Involvement Process

Public input received in early 2009 during the comment period for the East Link Draft Environmental Impact Statement (EIS) helped guide the Sound Transit Board as they identified a preferred alternative. The Final EIS will document and respond to all comments received during the Draft EIS comment period and describe proposed mitigation commitments.

Feedback received at the Fall 2009 and Spring 2010 workshops is guiding the project team as they conduct preliminary engineering work on the East Link Preferred alternative. The East Link project team will continue seeking feedback in response to key issues along the preferred alternative.

Upcoming opportunities to stay involved

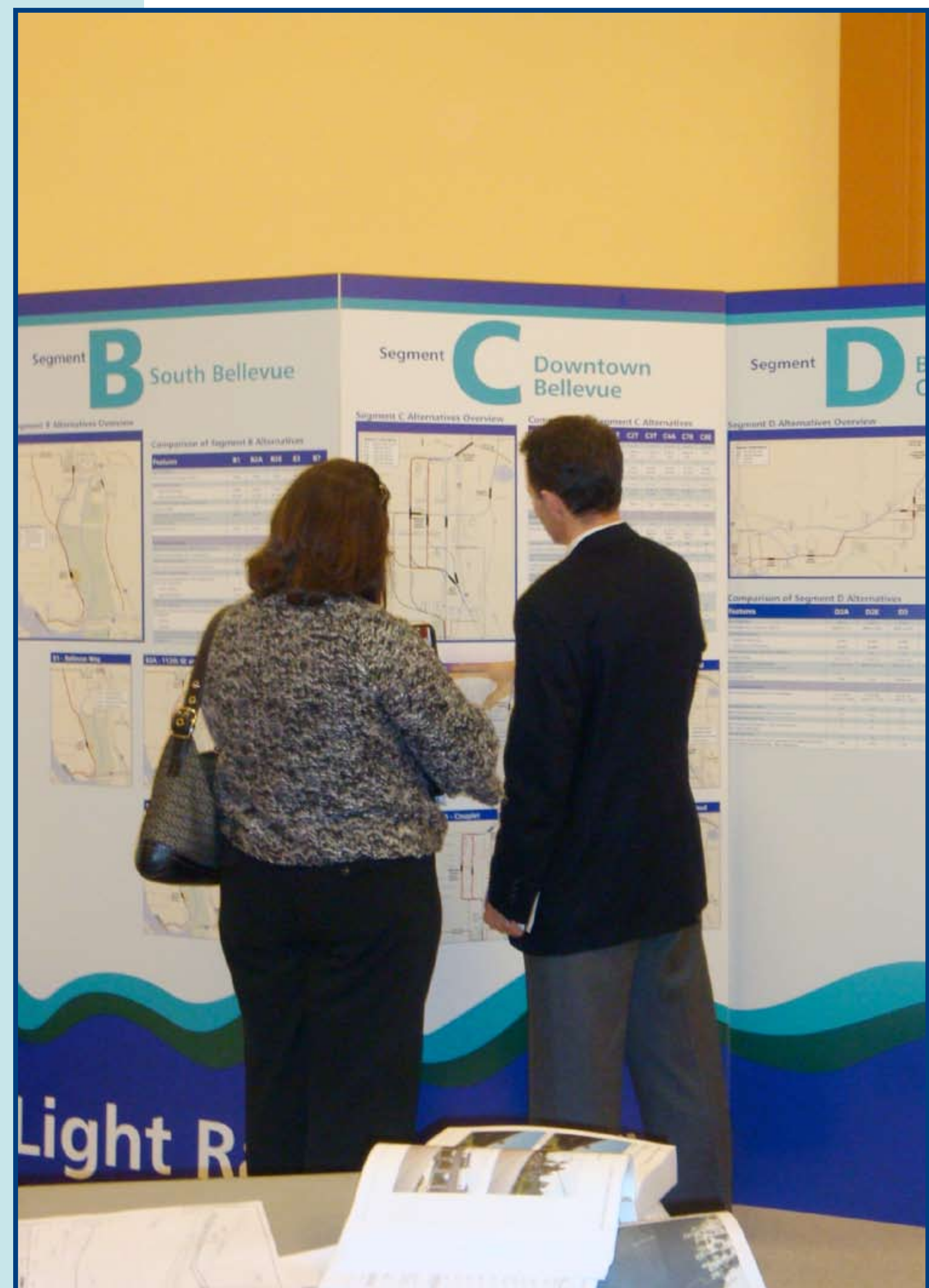
- Community and stakeholder briefings (ongoing)
- Preliminary engineering workshops (Spring 2010)
- Community fairs and festivals (Summer 2010)
- Project update mailings (ongoing)
- E-mail and web site updates (ongoing)

How to provide feedback

- Submit comment forms tonight or through mail or email
- Speak with a member of the project team

For more information contact:

Katie Kuciemba
Community Outreach Specialist
206-398-5459 or
eastlink@soundtransit.org
www.soundtransit.org/eastlink



Project team member explains alternatives during a public meeting



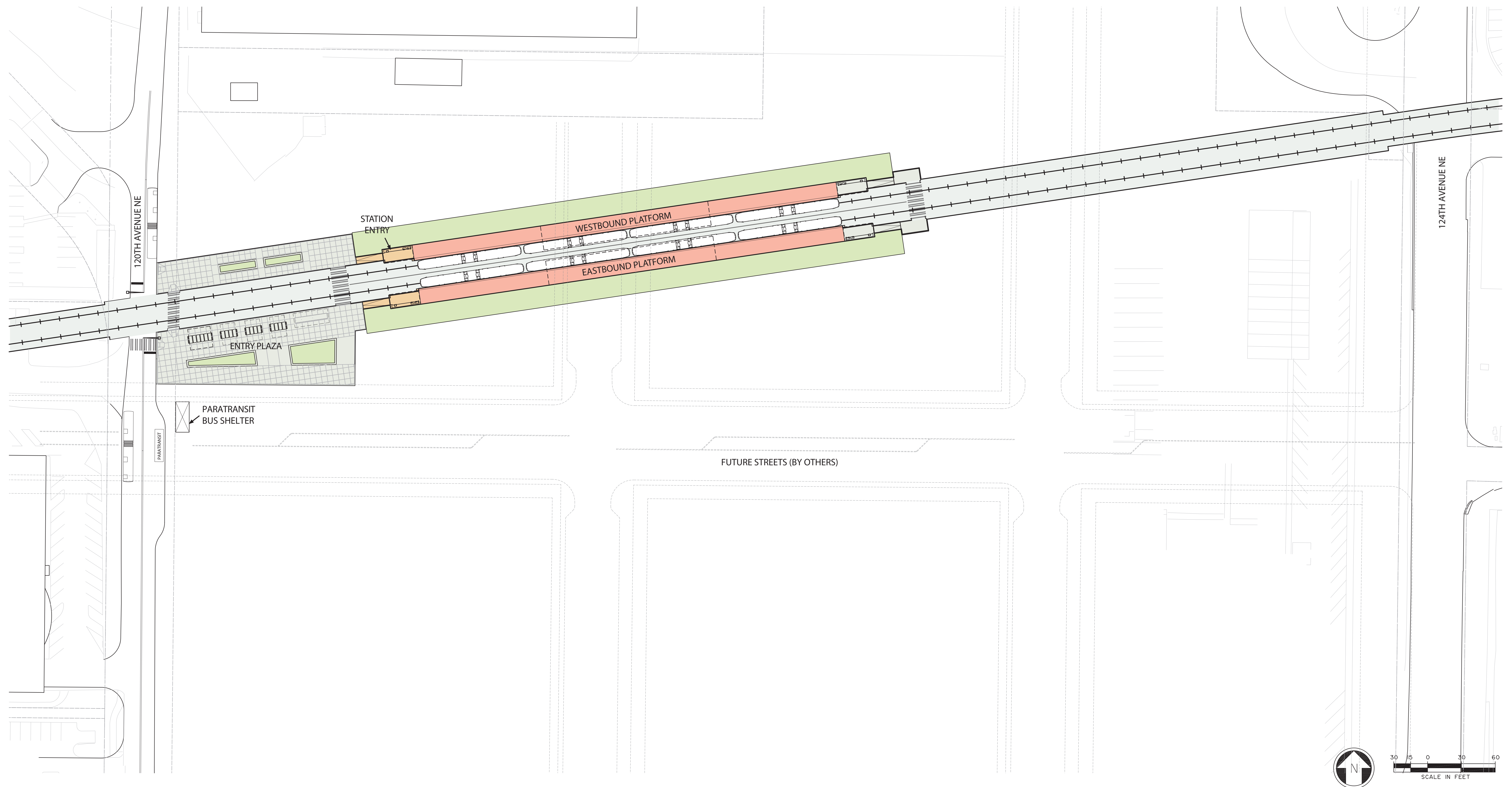
Citizens providing comments during the Bellevue Draft EIS Open House

EAST LINK LIGHT RAIL TIMELINE

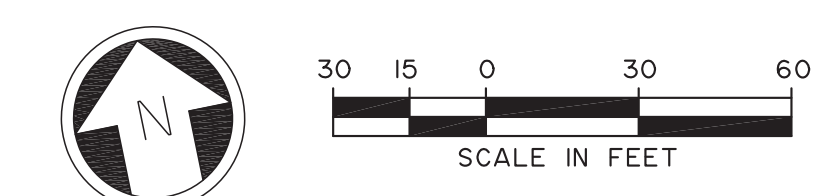
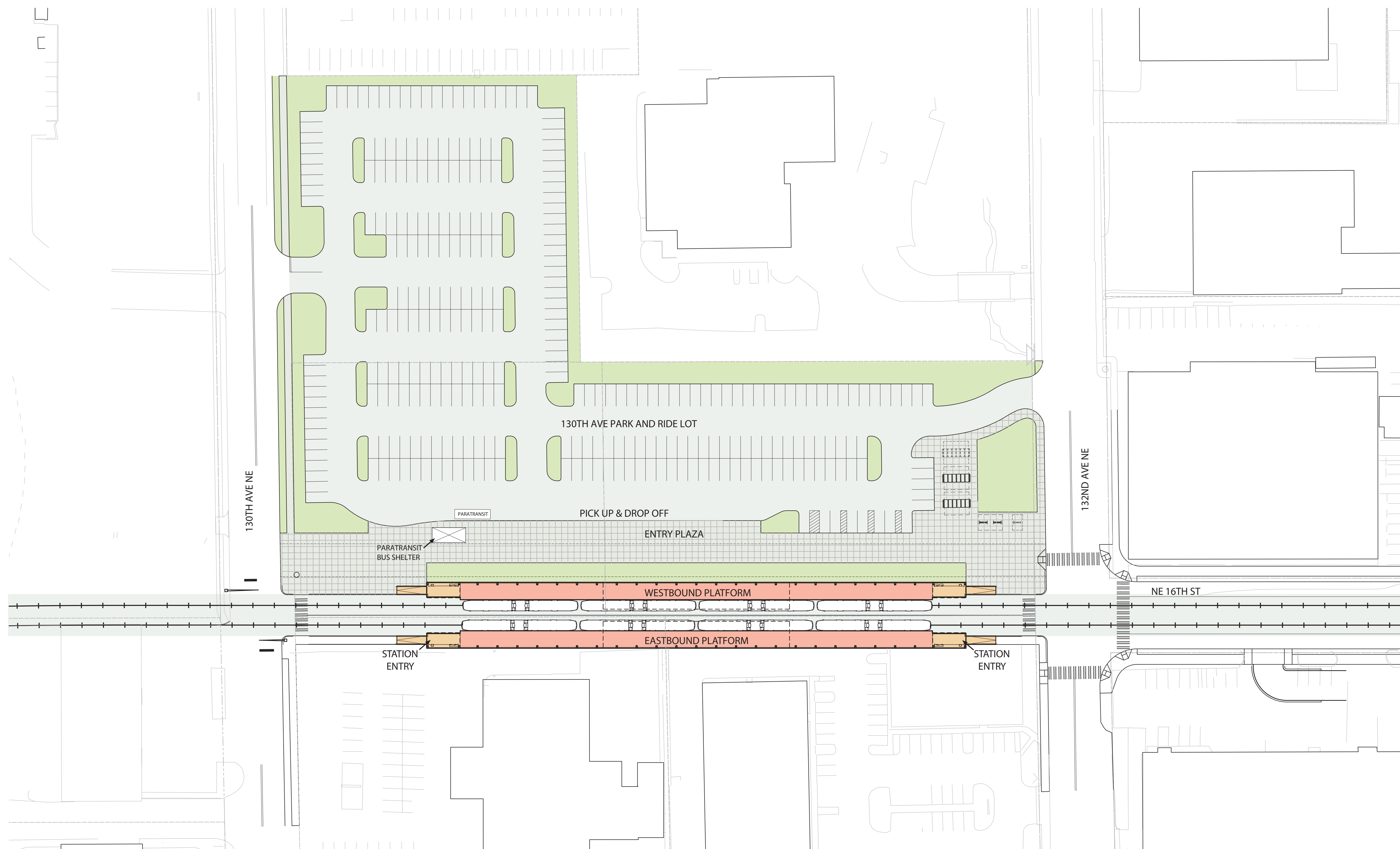
Milestones and Key Features of the Project Development and Decision Process

	2006	2007	2008	2009	2010	2011	2012 →
Design/ Engineering	✓ Scoping alternatives <ul style="list-style-type: none"> 1% design 	✓ Conceptual engineering <ul style="list-style-type: none"> 5% design 		Preliminary engineering <ul style="list-style-type: none"> 30% design Geotechnical work & surveying 		Final design <ul style="list-style-type: none"> 60%, 90% and 100% design 	
Environmental	✓ Scoping period (Fall) <ul style="list-style-type: none"> 30-day comment period on scope of Environmental Impact Statement (EIS). ✓ Draft EIS Alternatives (December) <ul style="list-style-type: none"> Sound Transit Board identified alternatives to be considered in Draft EIS 	✓ Draft EIS <ul style="list-style-type: none"> Evaluated 19 route alternatives, 28 station options and 4 maintenance facility alternatives Analyzed project's environmental impacts, mitigation measures and benefits 75 day public comment period (December 2008 - February 2009) 		✓ Identify Preferred Alternative (May) <ul style="list-style-type: none"> Sound Transit Board identified a preferred alternative (not a final decision) 	Reevaluate Downtown Bellevue Preferred Alternative (April) Final EIS (Fall) <ul style="list-style-type: none"> Evaluates preferred alternative and all alternatives considered in Draft EIS Responds to comments on the Draft EIS Describes proposed mitigation commitments 	Project Decision <ul style="list-style-type: none"> Sound Transit Board makes a final decision on project to be built after completion of Final EIS. Federal Record of Decision <ul style="list-style-type: none"> FTA issues a federal Record of Decision (required before any federal funding or approvals) 	
Public Involvement	✓ Scoping outreach <ul style="list-style-type: none"> Held four public scoping meetings and one agency scoping meetings Received approximately 300 comments Community briefings 	✓ Route & station workshops (Spring) <ul style="list-style-type: none"> Conducted five community workshops ✓ Fairs & festivals (Summer) <ul style="list-style-type: none"> Conducted outreach and gathered comments at community festivals ✓ Community briefings (Ongoing) <ul style="list-style-type: none"> Briefed community groups and organizations 	✓ Fairs & festivals (Summer) <ul style="list-style-type: none"> Conducted outreach and gathered comments at community festivals ✓ Community briefings (Ongoing) <ul style="list-style-type: none"> Briefed community groups and organizations 	✓ Draft EIS hearings (Jan-Feb) <ul style="list-style-type: none"> Conducted five public hearings to gather comment on Draft EIS Approximately 765 comments received ✓ Fairs & festivals (Summer) <ul style="list-style-type: none"> Conducted outreach and gathered comments at community festivals ✓ Community workshops (Fall) <ul style="list-style-type: none"> Neighborhood-focused design workshops ✓ Community briefings (Ongoing) <ul style="list-style-type: none"> Briefings to community groups and organizations 	Public meetings (Winter/Spring): <ul style="list-style-type: none"> Conduct public meetings throughout alignment Fairs & festivals (Summer) <ul style="list-style-type: none"> Conduct outreach and gather comments at community festivals Community briefings (Ongoing) <ul style="list-style-type: none"> Briefings to community groups and organizations 	Community briefings (Ongoing) <ul style="list-style-type: none"> Briefings to community groups and organizations 	<div>2020 Service Begins</div>
Construction							<div>Begin Construction Late 2013</div>

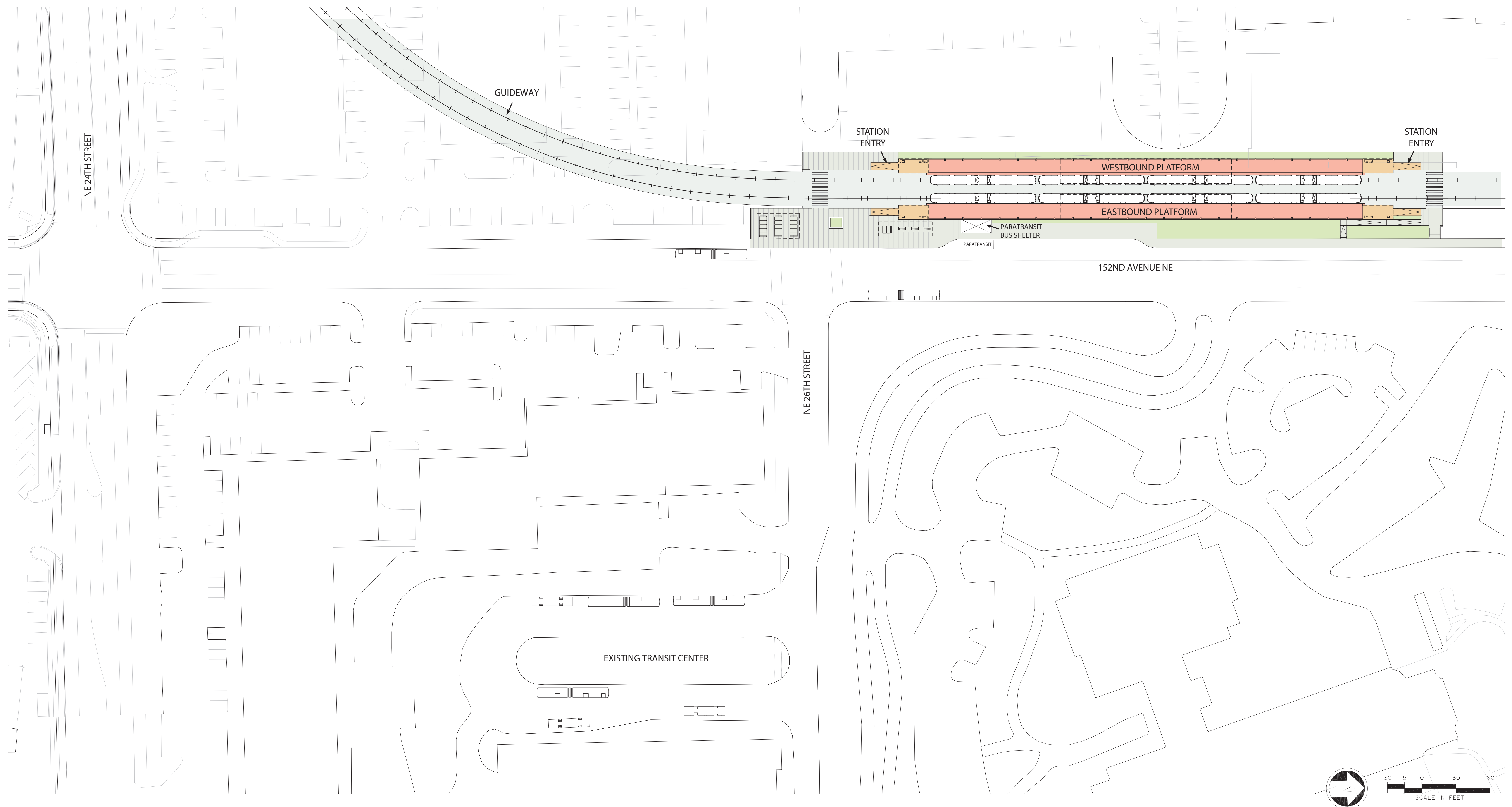
120TH STATION SITE PLAN



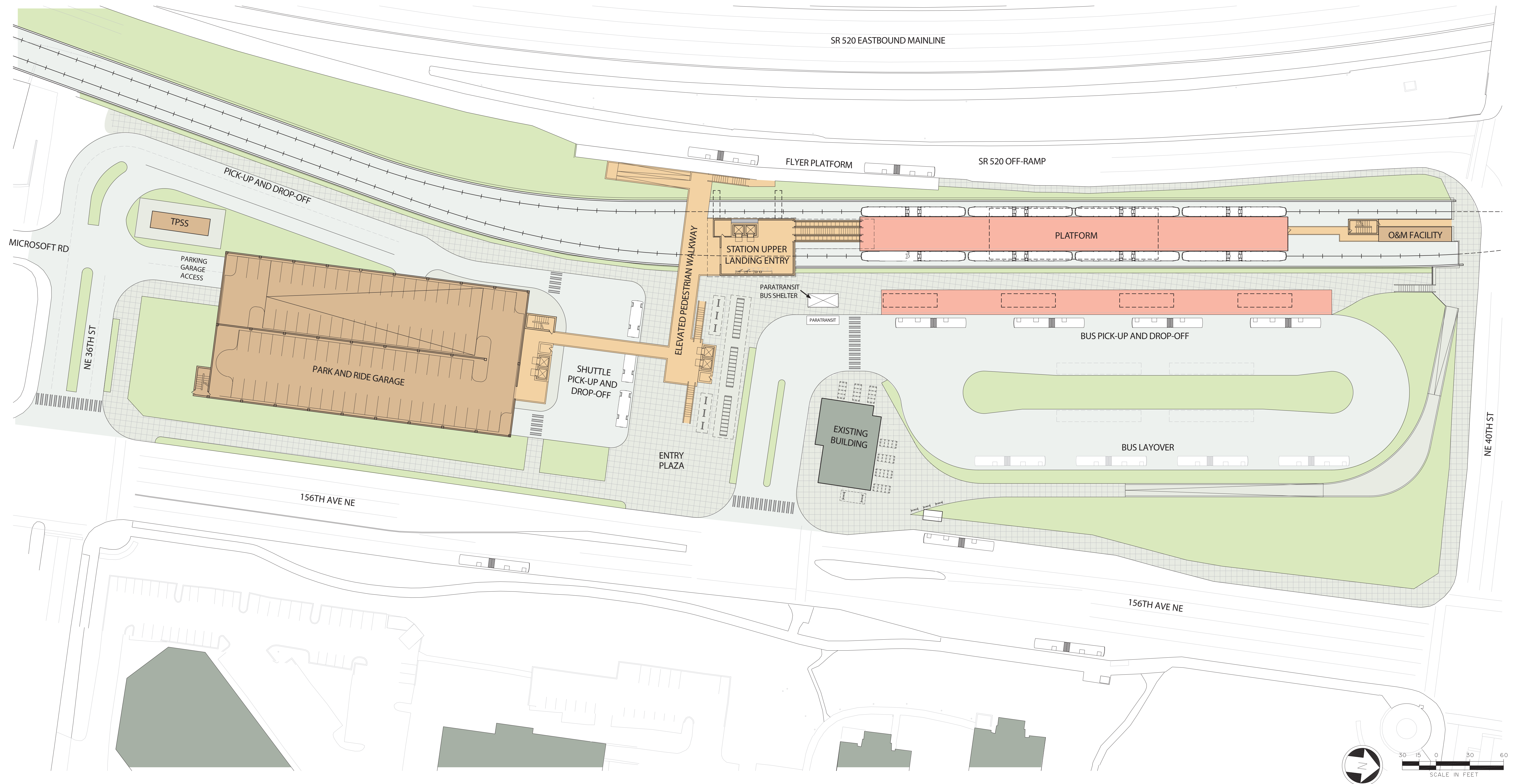
130TH STATION SITE PLAN



OVERLAKE VILLAGE STATION SITE PLAN



OVERLAKE TRANSIT CENTER STATION SITE PLAN



Appendix D:

Notification Materials

Meet with East Link project staff

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An Open House is scheduled to review the preliminary engineering work done so far in the Bel-Red and Overlake areas. At the meetings you can:

- Learn about the East Link light rail system and view in-progress preliminary engineering drawings
- Share your thoughts about the station layouts
- Tell us more about your community and how East Link can best serve you.

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Overlake
Transit Center
Station

Overlake
Transit
Center

Overlake
Village
Station

120th
Station

130th
Station

You're invited:

East Link Light Rail Preliminary Engineering Open House

BEL-RED/OVERLAKE CORRIDOR

Thursday, April 1

5 p.m. – 7:30 p.m.

Highland Community Center

14224 NE Bel-Red Road, Bellevue

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SOUNDTRANSIT
RIDE THE WAVE

Light rail is coming to the eastside!

Join us at an open house to learn more.

East Link is a 14-mile light rail extension between East King County and Seattle with stations in Mercer Island, Bellevue and Overlake in Redmond with service starting 2020/2021.



Sound Transit plans, builds and operates regional transit systems and services to improve mobility for Central Puget Sound.

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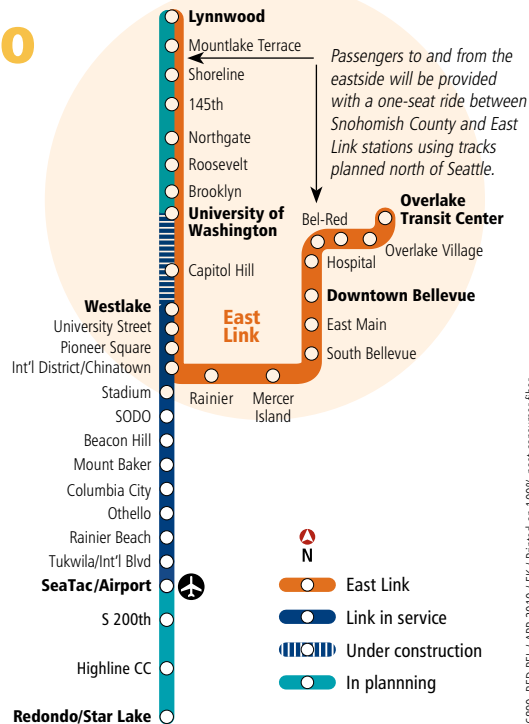
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درمورد مسیر پیشنهاد شده برای پروژه ترانزیت سبک راه اهنی در کینگ شرقی با شماره 1-800-823-9230 در ساعات کاری تماس بگیرید برای گفتگو با سوند ترانزیت



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LINK LIGHT RAIL East Link Project

Meet with East Link project staff

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Preliminary Engineering Open House

Bel-Red/Overlake Corridor

Thursday, April 1, 2010 • 5 p.m. - 7:30 p.m.
Highland Community Center
14224 NE Bel-Red Road, Bellevue

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